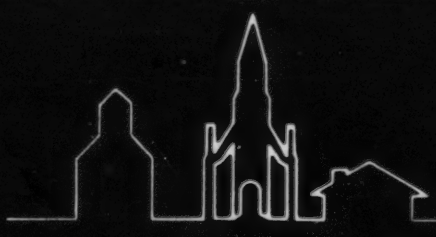

Town of Morinville

general municipal plan

Edmonton Metropolitan Regional Planning Commission

January 1988

Council
Town of Morinville

Your Worship and Councillors

It is my pleasure to submit to you the completed Morinville General Municipal Plan. This document contains goals, objectives and policies to guide and direct decisions on the future growth and development of the Town.

The members of our staff who have contributed to the plan wish to express their continued interest in the progress of Morinville. As well, staff gratefully acknowledge the valuable contributions of the members of the General Plan Review Committee in the preparation of the plan.

I trust that this General Municipal Plan will serve as a useful document, and assist the Council in its planning endeavours in the years to come.

Yours truly

R. G. Madziya, M.C.I.P.
Executive Director

TOWN OF MORINVILLE
GENERAL MUNICIPAL PLAN

EDMONTON METROPOLITAN REGIONAL PLANNING COMMISSION

ACKNOWLEDGEMENTS

This document evolved as a result of contributions from many groups and individuals. Special mention is made of the work of the members of the General Municipal Plan Review Committee, namely:

Mary Anne Balsillie	Committee Chairman and Member of Council
Ross Quinn	Mayor
Roy Manasterski	Member of Council
Clare Hudson	Member of Thibeault School Board
Dale Withers	Member of Morinville Recreation Board

Other Contributions

The technical work and reproduction of the plan was undertaken and co-ordinated by the staff of the Edmonton Metropolitan Regional Planning Commission, with Doug Macdonald and Patricia Wankiewicz acting as project planners. Input and assistance was also provided by the following staff of the Town of Morinville: Angie Gibeault, Town Manager; Mike Hanna, Recreation Director; Romeo Boissonnault, Development Officer; and Gary Maxwell, Town Engineer (Merge Consulting Ltd.).

DATE OF ADOPTION

The Morinville General Municipal Plan was adopted, October, 1986, by the Town of Morinville Council.

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"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans, aim high in hope and work, remembering that a noble, logical diagram, once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are going to do things that would stagger us..."

Daniel Burnham
Historian, Architect and Planner

Part 1

introduction

1.0 OVERVIEW

The purpose of land use planning is to shape the physical environment of a community in order to maximize the quality of life of its citizens. It is a process which directs change toward an end that is considered to be optimal, given the opportunities and constraints that exist. The starting point for this process is an overall plan for the community. Through such a plan, information is analyzed, goals are formulated, issues addressed and a course of action determined. Thus, the plan creates a context for decision-making. Without this context there would be the risk of decisions being made arbitrarily and results being counter-productive.

This plan is based upon a consensus of the Town Council, civic administration and public at large as to how Morinville should grow and develop over the next few decades. It reflects a judgment as to what is practical, as well as what is desirable, in light of current economic conditions. Simply put, the plan is a realistic view of what the people of Morinville want today for their community tomorrow.

1.1 BASIS AND DEFINITION

The Town of Morinville derives its authority to prepare a general municipal plan from the Alberta Planning Act which states that a council

> ...shall by by-law...adopt a plan for the municipality to be known as the (name of municipality) General Municipal Plan.

The general municipal plan is a policy document designed to provide direction to the public and private sectors on land use related decisions. It deals with such major planning issues as population growth, economic function, development patterns, transportation design and utility systems that, together, influence the size, shape and quality of the community. The plan is not overly detailed nor specific in its approach but relies upon concept maps and broadly worded policy statements to convey the intentions of the Town.

The plan enables public agencies and private developers to understand the community's future growth strategy; creates a starting point for more detailed studies and plans to be prepared at a later date; provides a framework within which the Town can evaluate specific subdivision or development projects; allows the opportunity for charting likely and preferred courses of action; and introduces guidelines to focus the diverse, and often conflicting, interests of the community.

The Planning Act provides no definitive statement about the content of a general municipal plan. Although certain minimum requirements that the plan must contain are listed, considerable latitude is given to the municipality as to how these requirements will be met. Specifically, the Act stipulates that a general municipal plan shall:

(a) describe

(i) the land uses proposed for the municipality, and

(ii) the manner of and the proposals for future development in the municipality;

(b) designate the areas of the municipality that would, in the opinion of the council, be suitable for an area structure plan or an area redevelopment plan or both;

(c) contain such other matters as the council considers necessary.

These basic requirements of the Planning Act are, in the opinion of the Council, suitably addressed within this document.

1.2. CHARACTERISTICS

The Morinville General Municipal Plan has three distinctive characteristics described as follows:

Long Range

The plan is long range, providing a vision of the future for the community. Thus, the plan does not suffer from shorter term successes or failures, and has a degree of detachment from the day-to-day pressures that encumber planning at other levels. Given the current economic climate and rate of development in Alberta, this plan should be considered in terms of a target population for the community of about 10,000 within a planning horizon of 15 to 20 years.

Physical

The plan is physical, focussing on the use of land in the community while recognizing the broader implications of any land use decision. Topics such as residential development, industrial growth, downtown redevelopment, municipal servicing and roadway design are addressed directly. In contrast, non-land use related issues, such as economic development, provision of social and educational facilities and recreational

programming, are not dealt with specifically. Other planning documents (e.g. Recreation Master Plan) and agencies (e.g. School Boards) should be consulted for more detailed information on these latter subject areas.

General

The plan is general in its approach, yet detailed enough to provide direction for a variety of planning decisions. Thus, the plan deals in possibilities, without rigidly defining an end-state. It represents a strategic document upon which more specialized plans (Downtown Plans, Area Structure Plans) can be based, and avoids rigid and specific regulations and design standards within its policy statements.

1.3 RELATIONSHIP TO OTHER LEVELS OF PLANNING

The General Municipal Plan is not an isolated document that can stand on its own. Rather, it is part of a family of plans that work together to determine the development pattern of a community. At the regional level, the Edmonton Metropolitan Regional Plan contains a growth management strategy for the entire Edmonton Metropolitan Region. Legally, all general municipal plans must conform with the regional plan.

At the local level, the General Municipal Plan represents the overriding land use planning document to which more detailed special area plans must conform. The Morinville Downtown Plan, adopted in 1984 by the Town, and the various residential Area Structure Plans, prepared for the community's newly developed neighbourhoods, reflect the overall policies and intent of this General Municipal Plan.

It is important to note that a General Municipal Plan is not a Land Use By-law and does not control community development projects directly. It is the Morinville Land Use By-law (By-law No. 1-80, as amended) which divides the Town into specific residential, commercial and industrial districts, with each district containing detailed regulations, and controls development through permits issued by a municipally appointed development officer. Where a specific development project is being proposed on a parcel of land in the Town, the Land Use By-law should be consulted.

1.4 INTERPRETATION

The General Municipal Plan deals with growth and development at a conceptual level. Therefore, land use classifications, roadways and all quantities and figures contained within this document are to be viewed as approximate only, and not absolute. Minor revisions to the maps or policies may be made by Council without undertaking a formal amendment to the plan.

Part 2

context

2.0 REGIONAL CONTEXT

The regional context of a community strongly influences its economic role and physical development pattern. Regionally, three important facts are evident and must be taken into account when planning for the Town of Morinville.

Proximity to Edmonton

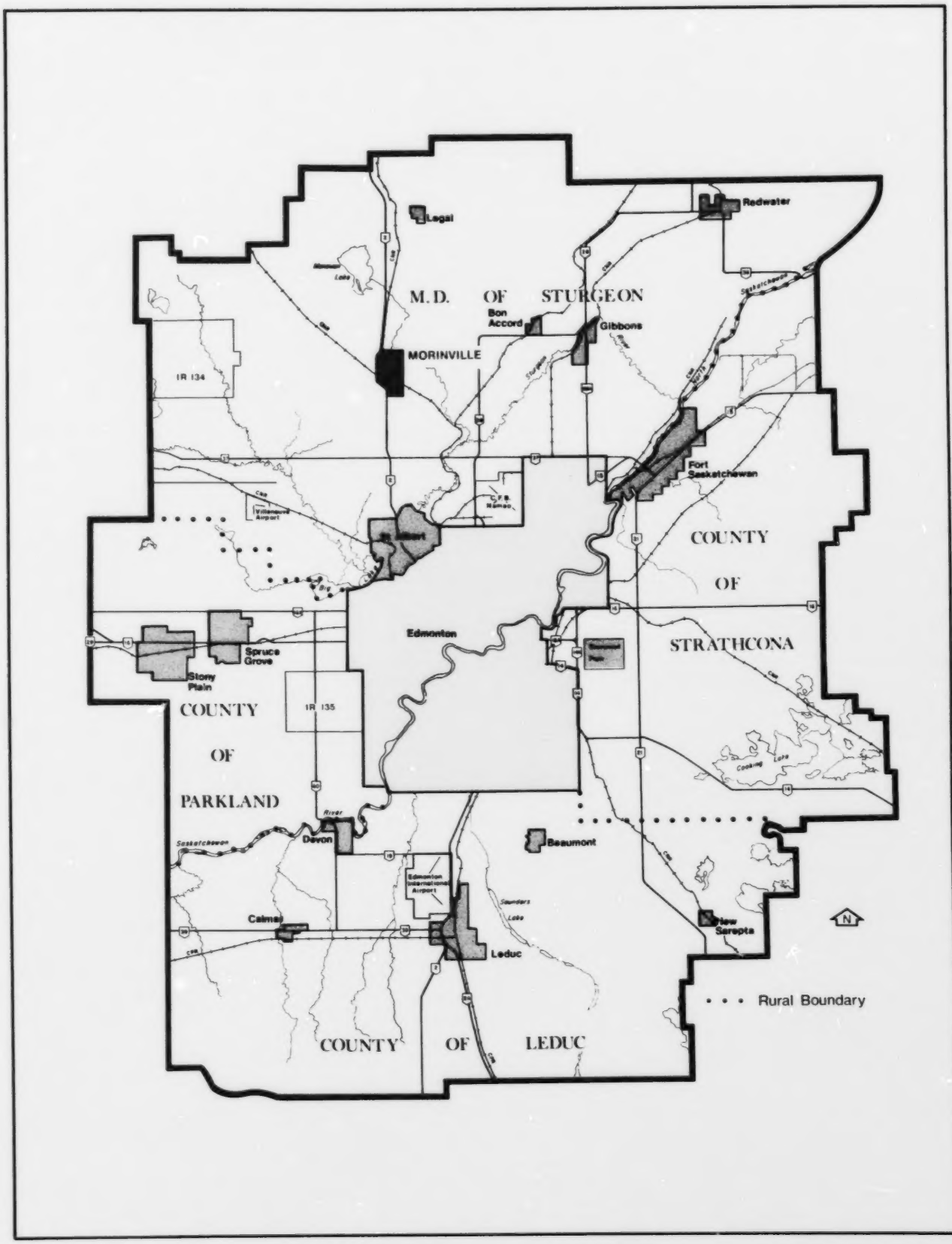
The Town is linked to the Cities of Edmonton and St. Albert by Highway No. 2, a four-lane divided highway. Vehicle travel times between Edmonton's city centre and Morinville are less than one hour. This strong transportation link between the Town and the City has two interrelated effects. It enables people employed in Edmonton to live in Morinville in order to take advantage of the Town's lower housing prices and 'small-town' environment, and yet commute to their jobs in Edmonton. However, it also weakens the Town's economic structure by decreasing the reliance of residents on the local retail and service sector. Thus, many residents of Morinville tend to shop and work in Edmonton.

Rural Service Centre

The Town is surrounded by an extensive rural area which is characterized by farms, country residential estates and hamlets. This area, stretching into the northeast of the metropolitan region, depends upon Morinville to supply lower order goods and services. Although the Town's role as an agricultural service centre has diminished, due to improvements in the regional transportation system, Morinville continues to perform this function by accommodating farm equipment dealerships, seed cleaning and storage operations, and related commercial enterprises, as well as providing food services, medical services and cultural and recreational facilities for outlying residents.

Fringe Area Development

Development of the Town's urban-rural fringe has been limited to mainly agricultural related activities. However, an industrial park (Heritage Industrial Park), a small hamlet (Cardiff Echoes) and scattered country residential subdivisions are situated near the Town boundary. The Municipal District of Sturgeon has protected the Morinville urban-rural fringe in recent years from large scale development, and considers this fringe area to be primarily suited for farming activities.



Map 1 REGIONAL CONTEXT

Edmonton Metropolitan Regional Planning Commission

2.1 LOCAL CONTEXT

The present land use pattern of Morinville has been strongly influenced by the highway and railway. The major elements of this pattern are summarized as follows:

Downtown Core

The downtown core is located centrally in relation to the Town as a whole, along the axis created by 100th Avenue and 100th Street. However, the eastward direction of residential growth will cause the downtown to eventually become 'off-centre' in relation to the community. This will not create any significant problems as major transportation routes will still focus on the downtown, despite the lack of a concentric development pattern in the community.

Residential Growth

Residential development has occurred primarily to the south and east of the original townsite. This pattern of development has produced a considerable amount of vacant land between Sunshine Estates in the east and the downtown. Future housing should be directed toward these vacant lands to create a more concentrated and compact growth pattern for the community.

Industrial Development

The Town's industrial area, south of the CN rail line, is well separated from existing residential neighbourhoods by the railway tracks. In addition, it is located downwind from the Town and has a direct linkage to Highway No. 2. As a result major industrial truck traffic does not have to circulate throughout the Town. A considerable amount of vacant land is available south of the rail line to accommodate future industrial expansion.

Community Focus

Community and recreational sites are interspersed throughout residential neighbourhoods and in the downtown, with a major school site and park area serving residential neighbourhoods in the east end. The centrally located St. Jean Baptiste Church and park serves as the major community focal point and an important public attraction for Morinville.

Part 3

role, goals and objectives

3.0 COMMUNITY ROLE

The statement which follows summarizes the Town's present and anticipated future role. This role underlies the land use strategy contained in this plan.

> The Town of Morinville views itself as a commuter, service and administrative centre in the north central part of the Edmonton Metropolitan Region. As such, Morinville offers an alternative life-style to the City of Edmonton while supplying goods and services for the surrounding rural area. The Town will strive to achieve a healthy rate of growth, provide a variety of housing types and ensure that adequate infrastructure and community facilities exist to meet the needs of residents. At the same time, the Town will encourage a wide variety of commercial and industrial development, of an acceptable type and quality, in order to meet the needs of its own residents and the surrounding farming community and to balance its tax assessment base. Above all, the Town will endeavour to grow in an orderly and economical manner, retain its strong cultural identity and create a family-oriented environment for the benefit of its present and future residents.

3.1 GOALS AND OBJECTIVES

Growth Management

Goal

To achieve a consistent rate of growth in the community's residential, commercial and industrial sectors and to ensure the optimum relationship between different types of development through sound and comprehensive planning.

Objectives

- That new development reinforce the role of the Town as a commuter, service and administrative centre within the north central part of the Edmonton Metropolitan Region.
- That new development be effectively managed through informed decision-making based upon the best possible planning and engineering information.
- That future growth be controlled to protect natural resources and environmentally sensitive areas, and to conserve agricultural land.
- That the rate of new housing development be offset by comparable growth in the commercial and industrial sectors.

Residential

Goal

To ensure that a variety of residential accommodation is made available, in a suitable living environment, to a wide income range.

Objectives

- That residential development be planned to create logical neighbourhoods and provide appropriate services and amenities for residents.
- That residential development be controlled to allow a reasonable growth rate, given market demand and the ability of the community to support additional population.
- That a balance between low and medium density housing be created in the community.

Commercial

Goal

To maintain the downtown as the commercial 'heart' of the community, while allowing decentralization of select types of business activity to locations outside the downtown core.

Objectives

- That the downtown remain an attractive and functional living, shopping and working environment.
- That certain types of commercial activities be encouraged to locate in areas outside the downtown core, provided the strength and integrity of the downtown is maintained.
- That a variety of suitable locations be made available for different commercial activities to enable them to compete successfully, both locally and regionally.

Industry

Goal

To encourage business and industrial development to locate in the Town in order to increase local employment opportunities and strengthen the community's economic base.

Objectives

. That an adequate amount of serviced land be made available, and a variety of sites, to meet the needs of industry.

. That industry not conflict with other land uses in the community.

. That industry of an acceptable type and quality be encouraged to locate in established business parks and industrial areas.

Community

Goal

To ensure that land and facilities are available to meet the social, cultural, educational, recreational and spiritual needs of the community.

Objectives

. That focal points be created within neighbourhoods containing such amenities as parks, schools, churches and community centres.

. That public lands be designed to meet the safety, welfare, social, recreational and other needs of the public.

. That an integrated park and open space system be created linking community facilities with residential neighbourhoods.

Transportation

Goal

To provide for the safe and efficient movement of people and goods to, from and within the community.

Objectives

. That regional level transportation planning be carried out on a comprehensive basis with other communities and government agencies.

. That a clearly defined hierarchy of roadways, easily recognized by visitors and residents alike, be developed in the Town.

. That a pedestrian system be created throughout the community for the safety and convenience of 'foot traffic'.

Utilities

Goal

To develop public utility systems (sewer, water, storm drainage) to meet the present and future servicing demands of the community.

Objectives

- That utility services be extended into new development areas in a logical and economical manner.
- That a high standard of water, sewer and storm drainage services be provided.
- That servicing costs be allocated fairly between the public and private sectors.

Intermunicipal Planning

Goal

To maintain a high degree of co-operation and co-ordination in regional and intermunicipal planning matters.

Objectives

- That the Town engage in joint planning of the urban-rural fringe with the Municipal District of Sturgeon.
- That planning for land use, transportation, servicing, recreation and social services on a regional scale be carried out on a co-operative basis with other communities.
- That planning issues of a regional or intermunicipal nature be resolved through consultation with the Edmonton Metropolitan Regional Planning Commission and other communities.

Part 4

concept

4.0 FUTURE DEVELOPMENT CONCEPT

The proposed land uses for the Town of Morinville are illustrated on the Future Development Concept Map. This map contains a conceptual land use and roadway pattern for the community and is meant to convey the general intent of the Town concerning the future direction of growth. The map should be read in association with the development policies contained in Part 5 of this document.

4.1 LAND USE CLASSIFICATIONS

The land use classifications shown on the Future Development Concept Map are defined as follows:

Developed Townsite
means that area of the Town presently developed for intensive urban use (residential, commercial, industrial, community).

Residential

Future Residential
means that area to be developed for predominantly low density housing, medium density housing in select locations and associated institutional, religious, educational and public uses, at a scale and density compatible with the neighbourhood.

Long Term Residential Expansion
means that area to be developed for low density housing, at an unspecified future time period, and as a contiguous extension of existing development.

Commercial

Downtown
means that area containing primary and secondary commercial uses and compatible residential, institutional and recreational uses, which together form the existing central business district of Morinville. Uses compatible with commercial activities, including apartments, offices and recreational facilities, are also included within this area.

Downtown Transition
means that area surrounding the downtown core and containing mainly vacant lots and older single family residences, which is suitable to accommodate downtown expansion on a limited and site specific basis. A broad range of compatible commercial, institutional, residential and recreational uses are also included within this area.

Long Term Downtown Expansion

means that area intended to accommodate the eventual expansion of the downtown core at an unspecified future time period, depending upon the rate and extent of existing commercial development. The area would be developed comprehensively, on a preplanned project basis.

Neighbourhood Shopping Centre

means a retail commercial centre serving the immediate neighbourhood, on a scale and of a type compatible with surrounding residential development. Uses such as food stores, service stations and gas bars, drug stores, take out restaurants, hair care centres and drycleaning establishments would be encouraged within these centres.

Industrial

Light Industrial

means industrial development that does not consume a large volume of water or produce high quantities of effluent or waste, does not discharge toxic or noxious by-products into the air or ground water system and does not adversely impact adjacent properties through extreme noise, traffic or emissions. Compatible commercial, recreational and institutional uses could also be developed within this area.

Business/Service Industrial

means light industrial, highway commercial, recreational, institutional and secondary commercial activities that benefit from exposure along main thoroughfares and are visually attractive in appearance.

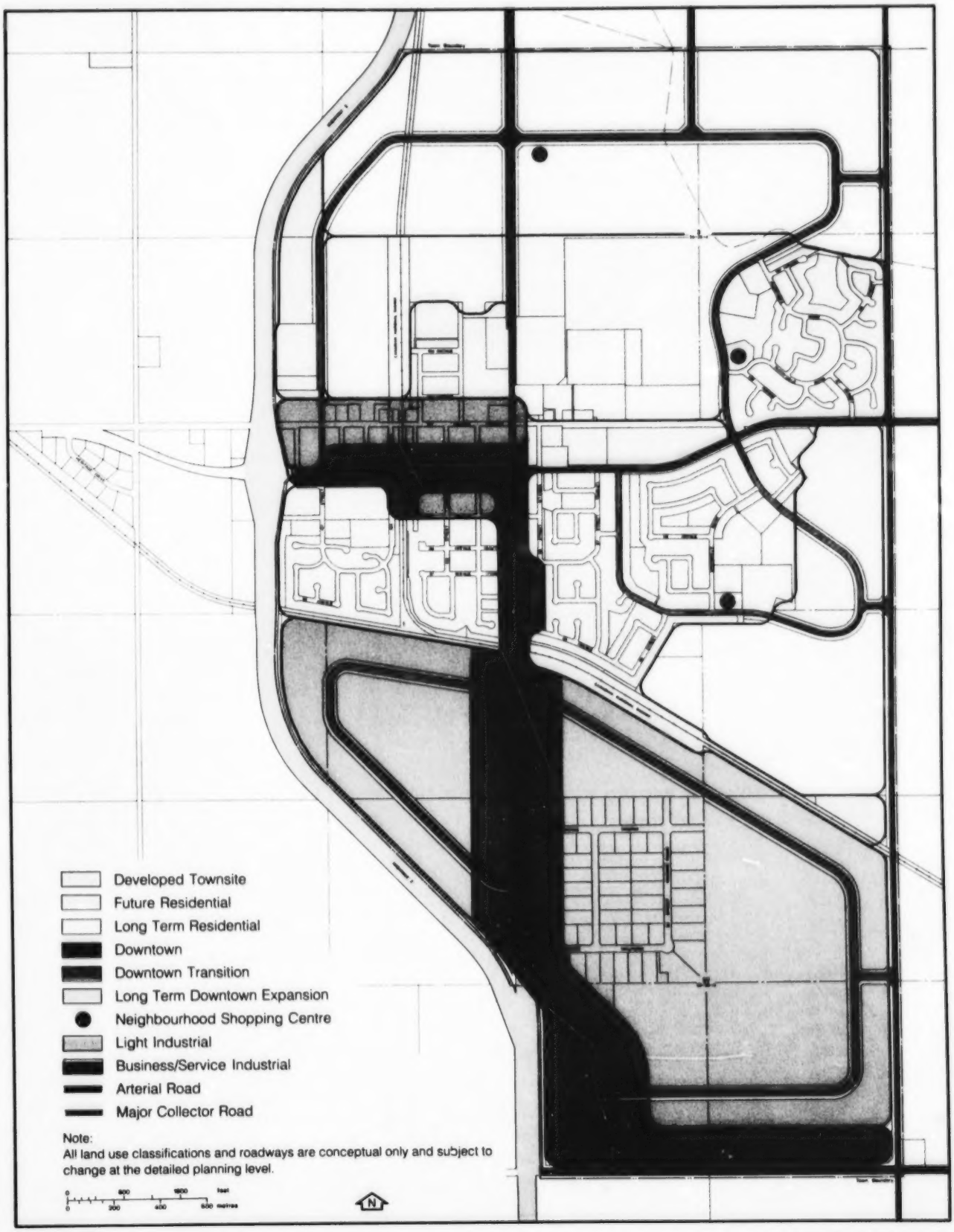
Transportation

Arterial Road

means a public roadway designed to link Highway No. 2 with the major commercial, residential, institutional or recreational areas of the community.

Major Collector Road

means a public roadway designed to carry high to medium level traffic volumes from arterial roads to the housing, business and employment sectors of the community.



Map 2 FUTURE DEVELOPMENT CONCEPT

Edmonton Metropolitan Regional Planning Commission

Part 5

development policies

5.0 GROWTH MANAGEMENT

The Town of Morinville is an integral part of the Edmonton Metropolitan Region. In the 1970s, the Town experienced a rapid increase in population owing to its proximity to Edmonton and its relatively lower housing prices. However, the economic slowdown in recent years has led to the realization that residential subdivisions often generate more costs than revenue for a community; that a strong industrial and commercial sector is necessary to protect the viability of the local tax base; and that rapid population growth does not always produce a corresponding improvement in the quality of life. Thus, it is the intent of the Town to manage future population growth carefully so that it occurs in an orderly and economical manner, and to maintain a balance between the level of residential, industrial and commercial development in the community.

Policies

Policy 1: Orderly Development

To ensure comprehensive planning and orderly development, the Town shall require that Area Structure Plans be prepared for those areas of the community identified on the Growth Management Map. Acceptance and adoption of an Area Structure Plan by the Town shall precede the approval of any major subdivision or development projects in such areas.

An Area Structure Plan shall be prepared in accordance with the guidelines established by the Town and the Planning Act.

Policy 2: Target Population

The Town shall evaluate residential subdivision and development proposals on the basis of compliance with projected population horizons, which seek to accommodate 10,000 people in the community by the year 2001.

Policy 3: Balanced Growth

The Town will attempt to achieve a balanced assessment base of 70 percent residential to 30 percent non-residential (industrial and commercial). In this regard, the Town may limit the rate of residential development as necessary, and require a developer to submit to the Town, prior to the approval of a major subdivision or development project, an analysis and projection of the long term fiscal impact of the project on the municipal tax structure.

Policy 4: Suitable Land Supply

Although the current supply of land within the Town appears adequate to meet the population horizon of this plan, the Town may petition the Local Authorities Board for the annexation of additional land if determined necessary. The Town favours a comprehensive annexation and shall not support a 'piecemeal' approach to increasing its land supply.

Policy 5: Contiguous Expansion

New subdivision and development projects shall be contiguous with existing development, and constitute an orderly and economical extension of the existing transportation network, utility services and park systems.

Policy 6: Quality Design

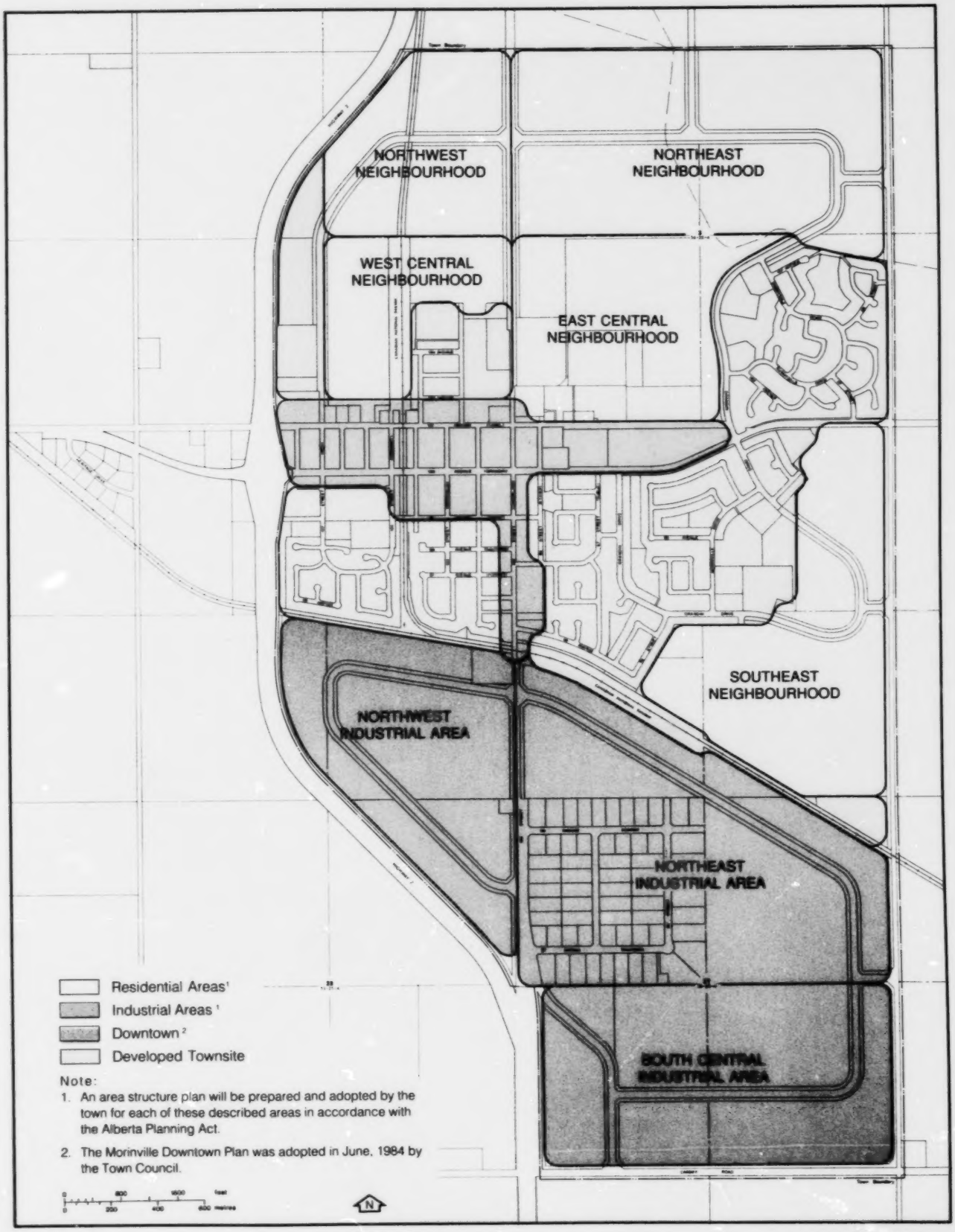
The Town will ensure that development is of a high quality and aesthetically attractive design. In this regard, the Town may require a developer, as part of a subdivision or development project, to submit a detailed architectural design plan showing proposed building types, scale and orientation; exterior facade, massing, colours and finish; elevations, drainage plans and site grading; accessory building location and design; and similar information needed to evaluate the architectural merit of the project.

Policy 7: Downtown Planning

The Morinville Downtown Plan, adopted by the Council in June, 1984, contains a planning, economic and organizational strategy for the downtown. This plan will be referred to in evaluating subdivision or development projects within the downtown, and will be reviewed and revised as necessary.

Policy 8: Resource Conservation

The Town will direct future growth so as to conserve agricultural land, until such land is required for intensive urban development.


NORTHWEST NEIGHBOURHOOD
NORTHEAST NEIGHBOURHOOD
WEST CENTRAL NEIGHBOURHOOD
EAST CENTRAL NEIGHBOURHOOD
SOUTHEAST NEIGHBOURHOOD
NORTHWEST INDUSTRIAL AREA
NORTHEAST INDUSTRIAL AREA
SOUTH CENTRAL INDUSTRIAL AREA
Residential Areas[1]
Industrial Areas [1]
Downtown [2]
Developed Townsite
Note:
1. An area structure plan will be prepared and adopted by the town for each of these described areas in accordance with the Alberta Planning Act.
2. The Morinville Downtown Plan was adopted in June, 1984 by the Town Council.
N

Map 3 GROWTH MANAGEMENT

Edmonton Metropolitan Regional Planning Commission

5.1. RESIDENTIAL DEVELOPMENT

The provision of housing is one of the most important roles for any urban centre. To a major extent, residential development shapes the community, determines its social composition, encourages citizen interaction and dictates economic function. Morinville is a low density community, with the single family dwelling being the most prevalent form of housing type in the Town. However, a variety of other types of housing projects (mobile homes, walk-up apartments, duplexes, townhouses) are also found interspersed within single family neighbourhoods. It is the intent of the Town to continue to encourage growth in the residential sector, maintain the low density character of the community, allow medium density housing projects in selected areas and meet the housing needs of a broad economic range.

Policies

Policy 9: Housing Composition

The Town shall seek to provide a diversity of housing types in new residential areas. In this regard, a housing mix of 80 percent low density (single family dwellings, duplexes) and 20 percent medium density (apartments, townhouses) will be sought.

Policy 10: Housing Density

A low density residential project should adhere to the following maximum development densities:

(a) 17.3 to 22.2 units per net hectare (7 to 9 units per net acre) for single family dwellings on lots of 15 metres or greater in width;

(b) 29.7 units per net hectare (12 units per net acre) for single family dwellings on lots of less then 15 metres in width;

(c) 35 units per net hectare (16 units per net acre) for duplex/semi-detached residential lots.

A multi-family residential project should adhere to the following maximum development densities:

(a) 89 units per net hectare (36 units per net acre) for apartments containing 8 or more dwelling units;

(b) 34.6 units per net hectare (14 units per net acre) for apartments and townhouses containing less than 8 dwelling units.

Policy 11: Neighbourhood Design

The Town will require incorporation of the following design considerations into residential subdivision and development projects:

(a) curvilinear roadways based on a grid street system, to create a more interesting streetscape and encourage privacy;

(b) provision of various focal points (neighbourhood parks, playgrounds, community centres, churches) within the neighbourhood to encourage cohesion and interaction;

(c) development of direct pedestrian circulation routes linking residential areas to schools, parks, recreation facilities and local commercial centres;

(d) creation of distinct neighbourhood units which discourage through traffic and are oriented inward, away from major traffic thoroughfares;

(e) limitation of smaller park and playground areas (tot lots, internal parks) in favour of larger, centralized park areas.

Policy 12: Single Family Dwellings

Single family dwellings on lots 15 metres in width or more shall remain the predominant form of housing in the Town. However, the Town will continue to control lot supply, lot sizes, subdivision layout and floor areas of single family dwellings in response to market demand, design concerns and economic impact.

Policy 13: Small-sized Single Family Dwellings

Single family residences on lots less than 15 metres in width and semi-detached/duplex residences shall be:

(a) limited as to their number, extent and location by the Town;

(b) situated in distinct clusters in residential neighbourhoods, or serve as transitional housing separating medium density housing from low density housing;

(c) prohibited from fronting along arterial and major collector roadways unless a buffer strip, rear lane or service road exists and an adequate front yard setback can be achieved.

Policy 14: Residential Staging

Residential subdivisions should be staged to ensure a supply of lots that could reasonably be expected to contain developed residences within a two year time period. Further, the Town will not allow a successive stage of subdivision to proceed until the majority of lots in any previous stage have been developed.

Policy 15: Medium Density Housing

A medium density housing project should contain an area for on-site parking, provide an amenity area suitable for the density of the project, be located along a major thoroughfare, and be compatible with adjacent housing units. Furthermore, in keeping with the scale of the Town, medium density housing should not exceed four stories in height nor contain more than 40 dwelling units.

Policy 16: Innovative Housing

Innovative housing projects will be encouraged and allowed where it can be demonstrated that they will be attractive and functional enough in design and appearance to warrant relaxation of the Town's existing development standards.

Policy 17: Mobile Home Parks

The Town will allow a mobile home park only in areas specifically designated for this type of residential development by an Area Structure Plan. Further, the owner of a mobile home park will be responsible for the construction and maintenance of internal roads, utilities, communal areas and buildings, together with park management, including snow removal, garbage collection and upkeep of landscaping.

Policy 18: Noise Attenuation

The Town shall require the provision of suitable noise attenuation measures (fencing, berming, landscaping, buffers) in those residential areas adjacent to arterial roads, Highway No. 2 and the rail line. The design of these noise attenuation facilities should be undertaken by a qualified engineer and planner.

Policy 19: Housing Transition

Medium density housing and single family dwellings should be separated by an area of transition utilizing open space, roadways, two-family housing or compatible land uses.

Policy 20: Long Range Residential Expansion

Within the Long Range Residential Expansion Area the Town will:

(a) not allow expansion to occur in advance of a demonstrated need for land for residential uses, having regard to the rate, direction and extent of growth and the established servicing pattern of existing residential development;

(b) only allow expansion to occur on a logical, preplanned basis, in accordance with an approved Area Structure Plan;

(c) ensure that residential expansion represents an orderly and economical extension of utilities, roadways and parkland.

Future Residential
Long Term Residential
Note:
All land use classifications and roadways are conceptual only and subject to change at the detailed planning level.
0 500 1000 feet
0 200 400 800 metres
N

Map 4 RESIDENTIAL DEVELOPMENT

Edmonton Metropolitan Regional Planning Commission

5.2 COMMERCIAL DEVELOPMENT

Commercial development in the smaller community context is usually concentrated in the downtown core, in neighbourhood shopping centres and along highway commercial strips. In Morinville, the downtown is dispersed linearly along 100th Avenue and 100th Street and decentralization of retail and service activities to areas outside this retail core has not occurred to any significant extent. It is the intent of the Town to retain the present downtown as the business focus of the community, while encouraging infilling and redevelopment of vacant and underutilized lands within the core. As well, decentralization of commercial activity to small-scale shopping centres in residential neighbourhoods and highway commercial strips will be encouraged, but on a selective and controlled basis.

Policies

Policy 21: Concentrated Downtown Core

Primary commercial uses (retail, service and office) should be concentrated along 100th Avenue and 100th Street to encourage the development of a centralized and compact downtown core. Further, outward expansion of this core should only occur in a logical and contiguous manner.[1]

Policy 22: Residential Protection

Commercial uses in the downtown shall not encroach into peripheral residential neighbourhoods unless it can be demonstrated that sufficient lands for infilling or redevelopment do not exist in the downtown.

Policy 23: Downtown Expansion

The Town shall encourage a variety of types of commercial (primary, secondary, highway), residential (medium density housing) and institutional uses (government offices, churches, public uses) to locate on the periphery of the downtown in an effort to develop the surplus and vacant land surrounding the existing downtown core.

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1. The Morinville Downtown Plan, adopted by Council in June, 1984, contains detailed policies, design guidelines and revitalization programs for the downtown core. This document should be consulted when specific subdivision and development projects within the downtown are evaluated.

Policy 24: Mixed-Use Downtown Development

The Town may allow within the downtown, commercial development in combination with other land uses (residential, recreational, institutional) provided that proper access, parking facilities, amenity areas and landscaping are provided and the integration of the different uses on the same site is achieved.

Policy 25: Downtown Design

All development proposals within the downtown core should be designed to provide a strong visual link with existing development and the central focus of the core - St. Jean Baptiste Park, the Church and the Historical Centre. New development should attempt to achieve continuity in building materials, scale and orientation.

Policy 26: Neighbourhood Commercial Centres

Neighbourhood convenience centres will be allowed by the Town within suburban residential neighbourhoods, provided the centre

(a) is located along a major roadway at neighbourhood entry points;

(b) is situated on a site not exceeding 0.81 hectares (2 acres) in area;

(c) contains a maximum gross leasable area of 1848 m^2 (20,000 square feet);

(d) contains adequate customer and staff parking;

(e) contains an adequate buffer and visual screening from adjacent residential uses;

(f) is designed with regard to the scale and character of the surrounding neighbourhood.

Policy 27: Community Shopping Centre

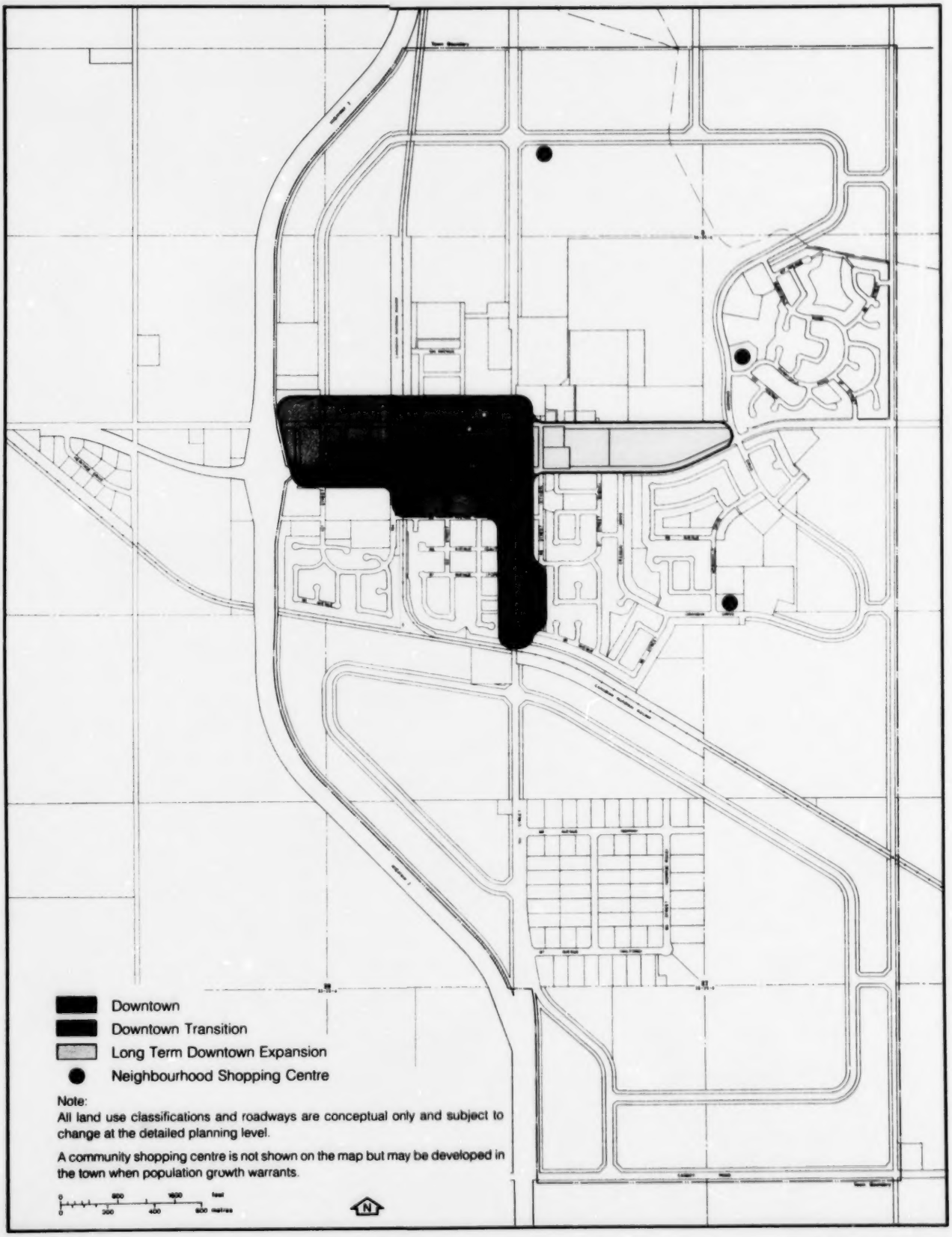
No shopping centre of a size or scale to serve the community or subregion will be allowed to develop outside the downtown unless the Town is convinced that the proposed centre will not harm the strength and integrity of the existing downtown core. The Town will require, as part of a community shopping centre proposal, the submission of retail trade studies or similar studies showing the impact of the project on the Town's retail structure.

Policy 28: Long Range Downtown Expansion

Within the Long Range Downtown Expansion Area the Town will

(a) not allow development to occur in advance of a demonstrated need for land for commercial use; and

(b) only allow development to occur on a large scale, preplanned basis, in accordance with an approved comprehensive development plan.


Downtown
Downtown Transition
Long Term Downtown Expansion
Neighbourhood Shopping Centre
Note:
All land use classifications and roadways are conceptual only and subject to change at the detailed planning level.
A community shopping centre is not shown on the map but may be developed in the town when population growth warrants.
N

Map 5 COMMERCIAL DEVELOPMENT

Edmonton Metropolitan Regional Planning Commission

5.3 INDUSTRIAL DEVELOPMENT

Strong industrial and business sectors mean local employment opportunities and a strengthened municipal fiscal base from which necessary urban services can be provided at reasonable residential taxation rates. In 1982, Morinville annexed several quarter sections of potential industrial land south of the CN rail line, together with a serviced industrial park. With the completion of the Highway No. 2 twinning project up to the Town, a strengthened agricultural base and trade area, and spin-off development from St. Albert and Edmonton, Morinville can expect industrial expansion opportunities in the future. Thus, the intent of the Town is to ensure that a suitable amount of serviced industrial land is available to meet the needs of the market place. As well, the Town will initiate an economic development program to market the community locally and regionally.

Policies

Policy 29: Comprehensively Planned Business Parks

The Town shall require the preparation of a Business Park Area Structure Plan prior to the approval of a major industrial subdivision or development project. The plan should provide for different lot sizes to serve a variety of types and scales of development.

Policy 30: Business Location

The Town will allow and encourage compatible commercial, institutional or recreational development to locate within industrial parks, particularly along major thoroughfares, high exposure locations and entrance points.

Policy 31: Business/Commercial Strips

To ensure that the visual quality of industrial parks does not detract from the community, the Town will differentiate between types and standards of development within parks and locate them accordingly. Specifically, visually attractive commercial and industrial activities may locate in high visibility areas of a park, such as along major transportation routes and at main access points, within business/commercial strips. Industrial uses which are not visually attractive or involve the outdoor storage and stockpiling of goods and equipment should locate in low visibility sectors of an industrial area, such as along internal roadways and backing onto business/commercial strips.

Policy 32: Pollution Control

Light industrial activities, with the potential for generating noise, odours, toxic or noxious emissions, or for discharging solid, liquid or gaseous wastes or similar hazardous by-products, shall be required to locate in those areas of an industrial park which are furthermost from residential development and be compatible with surrounding industrial development. Further, if the pollution hazard is likely to be severe, the industrial activity may not be allowed to locate within the Town.

Policy 33: Industrial Routes

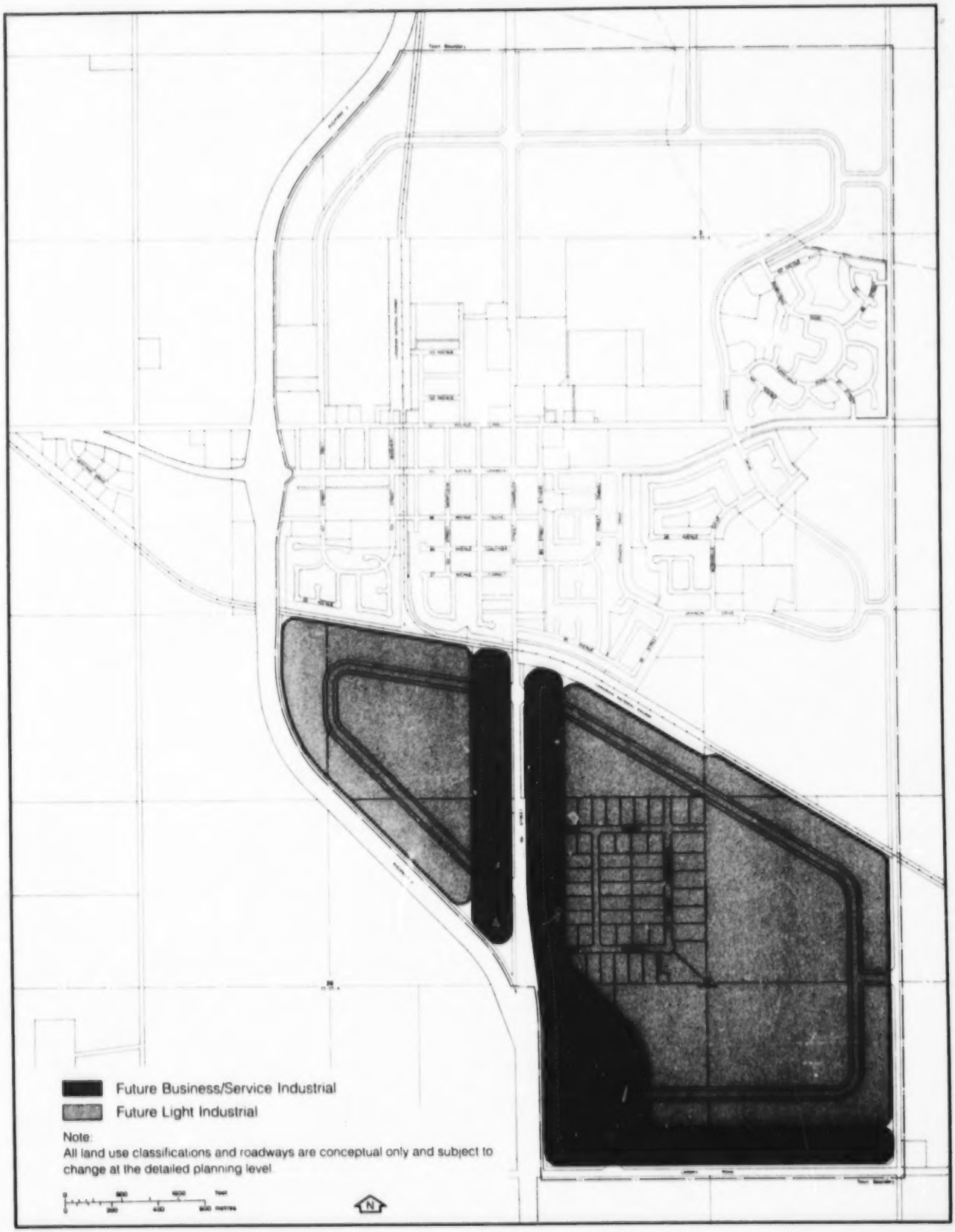
Industrial parks should be designed to have direct access to truck routes, the highway and the rail line, and main transportation routes carrying industrial traffic should bypass the downtown and residential neighbourhoods.

Policy 34: Access Control

Where an industrial park is situated along Highway No. 2 or 100th Street, ingress and egress points to these two roadways from individual lots shall be limited to indirect access from internal park roads or service roads.

Policy 35: Contiguous Development Pattern

Industrial parks should develop in an orderly and economical manner through the logical extension of services, roadways and parkland.


Future Business/Service Industrial
Future Light Industrial
Note:
All land use classifications and roadways are conceptual only and subject to change at the detailed planning level
N

Map 6 INDUSTRIAL DEVELOPMENT

Edmonton Metropolitan Regional Planning Commission

5.4 COMMUNITY DEVELOPMENT

As a community grows, the number and range of recreational, educational and social amenities required to serve its residents increase. Similarly, because of economies of scale, certain types of facilities, previously beyond the expectations of the community, may become achievable (e.g. swimming pool, recreation centre). Morinville is reaching the threshold where residents demand a higher quality and level of community facilities and services. Although this is primarily an economic issue, it relates to land use insofar as the Town must ensure that suitable sites are available to accommodate schools, recreational areas, community centres and other facilities. Therefore, it is the intent of the Town to acquire, through the subdivision and development process, suitable lands for the needs of present and future residents, and to place a high priority on the provision of sites for community facilities.

Policies

Policy 36: Neighbourhood Focus

The Town shall ensure that a sufficient area of land is made available in new development areas to satisfy the recreational, educational and social requirements of new residents. The main component of this 'neighbourhood focus' shall consist of a central park and open space system, in association with a school if required, a community centre and playfields, and connections to other community facilities provided by means of pedestrian linkages.

Policy 37: Community Centre

The Town will plan and control development within the downtown, so as to ensure that the St. Jean Baptiste site (church, rectory, convent, park) remains the social, cultural and visual focus of the community.

Policy 38: Civic Centre Complex

The Town will determine a future site for a major civic centre complex (recreational, cultural and social facilities) to serve the community at a population of about 12,000 to 15,000 residents.

Policy 39: Pedestrian Integration

The Town will require, in new development areas, the provision of a continuous pedestrian system linking parks and open space with educational facilities. Further, the Town will require that a separate sidewalk and boulevard system be developed to provide for safe and convenient pedestrian movement, as appropriate.

Policy 40: Education Facilities

The Town will co-operate with the school authorities concerning the provision of land for new school facilities. These facilities, where possible, will be located central to the neighbourhood and may combine different types of schools and school jurisdictions on a common site.

Policy 41: Social and Senior Citizen Housing

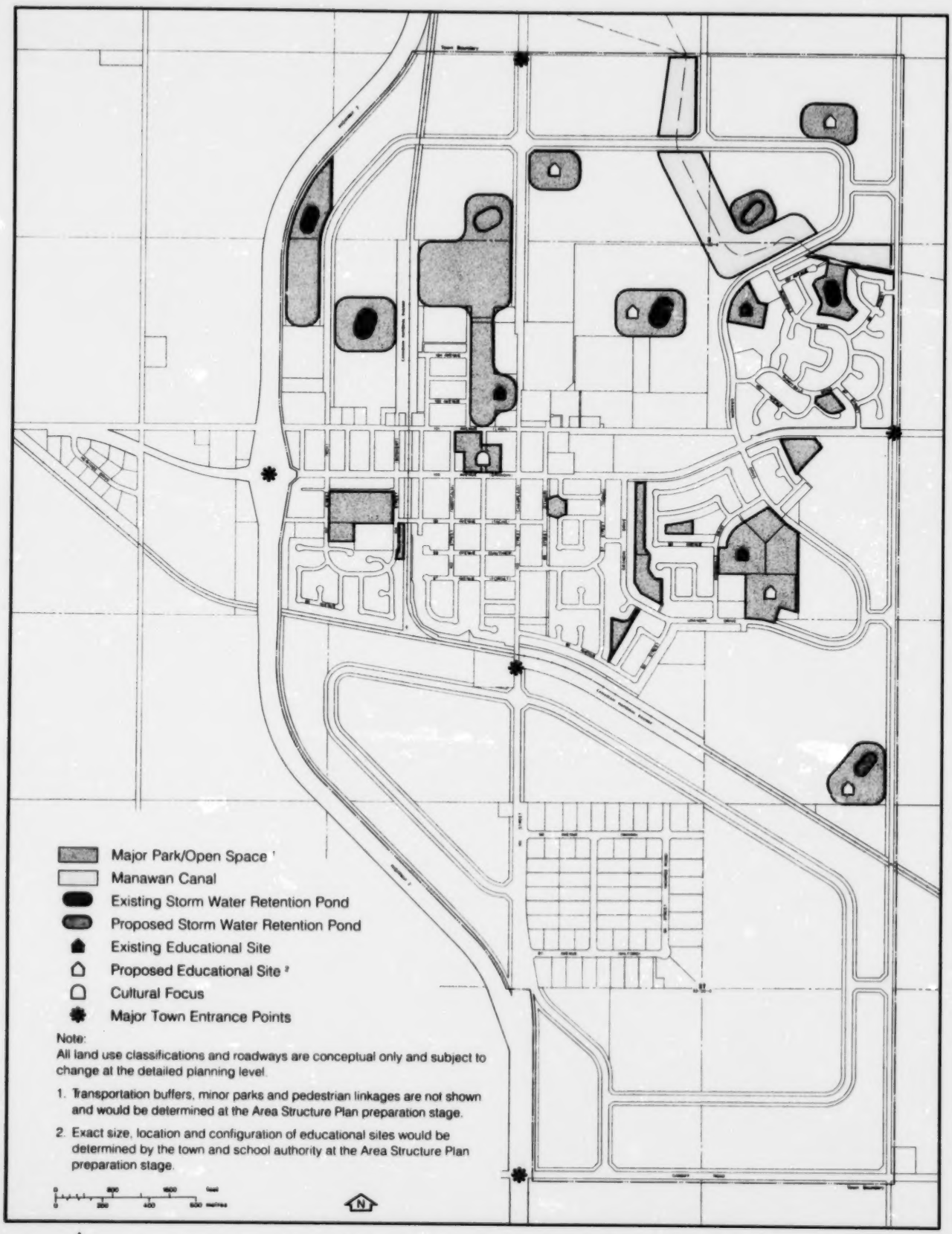
The Town will liaise with the appropriate provincial government and community agencies to ensure that adequate sites are available to accommodate social and senior citizens' housing projects.

Policy 42: Religious Institutions

The Town will ensure, where possible and practical, that land in new residential areas is made available for churches and related religious facilities.

Policy 43: Emergency Vehicles

The Town shall ensure that in all new subdivisions and developments allowance is made for the safe and efficient movement of emergency vehicles (fire trucks, ambulance, rescue vehicles, police) and access to emergency facilities (fire halls, hospitals, police station).


Major Park/Open Space [1]
Manawan Canal
Existing Storm Water Retention Pond
Proposed Storm Water Retention Pond
Existing Educational Site
Proposed Educational Site [2]
Cultural Focus
Major Town Entrance Points
Note:
All land use classifications and roadways are conceptual only and subject to change at the detailed planning level.
1. Transportation buffers, minor parks and pedestrian linkages are not shown and would be determined at the Area Structure Plan preparation stage.
2. Exact size, location and configuration of educational sites would be determined by the town and school authority at the Area Structure Plan preparation stage.
N

Map 7 COMMUNITY DEVELOPMENT

Edmonton Metropolitan Regional Planning Commission

5.5 TRANSPORTATION DESIGN

Transportation, more than any other single factor, determines the physical form and economic function of the community. Decisions concerning the direction of growth, the location of different land uses and the community's marketing strategy are strongly influenced by the availability of transportation facilities. Transportation routes are responsible for Morinville's strong link with Edmonton and recent emergence as a satellite community. In addition, the 100th Avenue and 100th Street axis has influenced the location of the downtown core, industrial park, major community facilities and housing development. It is the intent of the Town to continue to provide an effective transportation network that takes advantage of Highway No. 2, allows for the safe and efficient movement of people and goods throughout the community, and serves to integrate the residential, recreational and business sectors of the Town.

Policies

Policy 44: Roadway Hierarchy

The following roadway classifications will apply in the Town:

(a) Arterial Road means a public roadway containing up to four divided traffic lanes and designed to link Highway No. 2 with the balance of the community, over a right-of-way of between 30.5 metres (100 feet) and 55.5 metres (180 feet) in width;

(b) Major Collector Road means a public roadway comprised of up to four traffic lanes and designed to carry high to medium level traffic volumes from arterial roads to the housing, business and employment sectors of the community, over a right-of-way of between 24.5 metres (80 feet) to 30.5 metres (100 feet) in width;

(c) Minor Collector Road means a public roadway designed to circulate medium level traffic volumes within residential neighbourhoods, industrial parks and the downtown, over a right-of-way of between 20 metres (66 feet) to 24 metres (79 feet) in width;

(d) Local Road means a public roadway designed to carry low level traffic volumes from collector roads to individual residential, industrial or commercial sites, over a right-of-way of between 18 metres (59 feet) to 20 metres (66 feet) in width.

Policy 45: Roadway Design

In designing the roadway network for the Town, the following provisions shall apply:

(a) in new subdivisions, lots should not front onto an arterial or a major collector road; further, residential, commercial and industrial lots should obtain ingress and egress from either a service road or a minor collector or local road, but not directly from an arterial or a major collector road;

(b) roadway systems should link industrial traffic directly with Highway No. 2, and not require local truck traffic to circulate through the downtown or residential neighbourhoods;

(c) highway interchanges and municipal roadway systems should be designed to discourage local traffic from using Highway No. 2 as an intraurban road;

(d) to create a variety of visual experiences along the roadway network, long and straight sections of road should be interspersed with curves as appropriate;

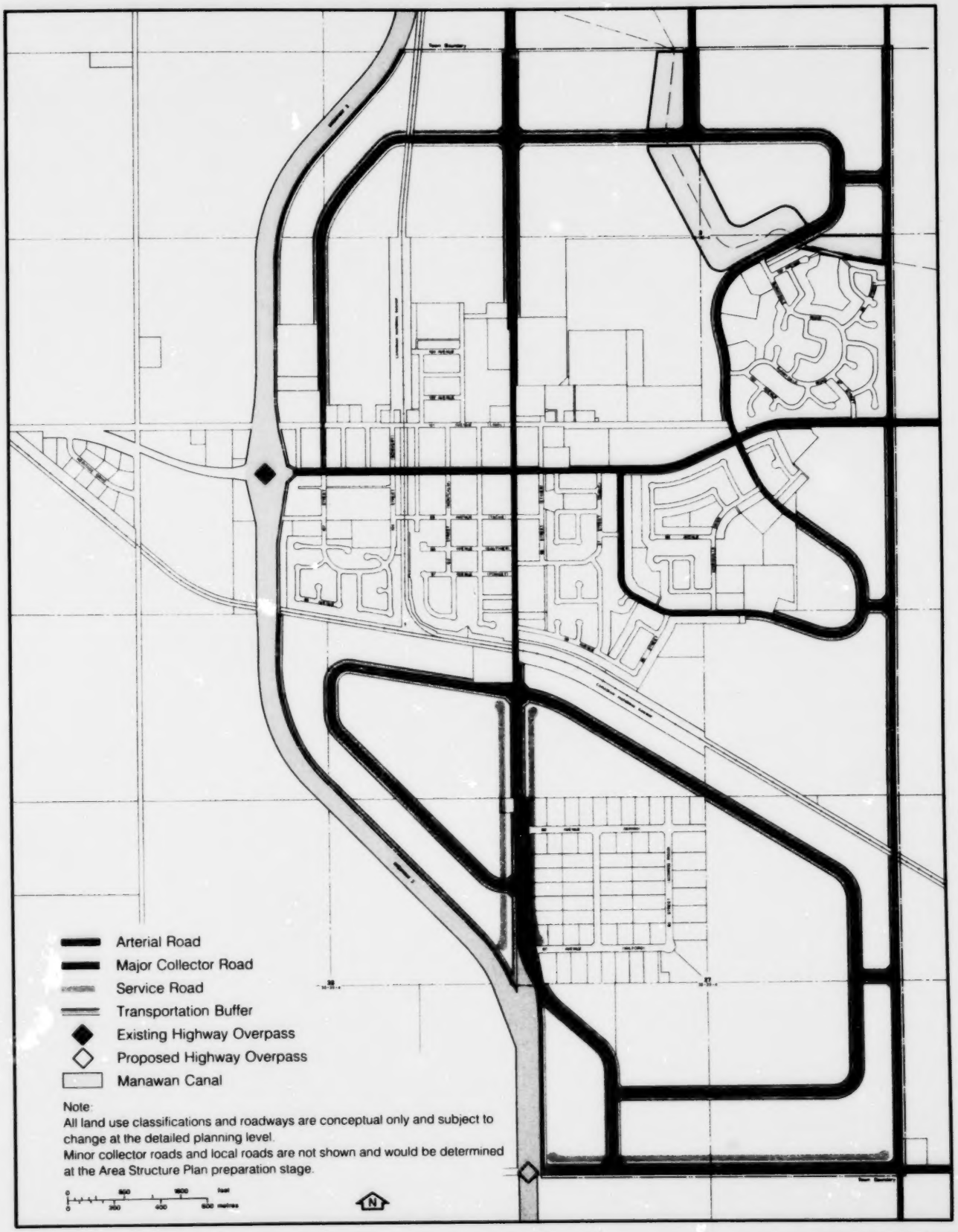
(e) a sufficient width of right-of-way should be provided along arterial roads and major collector roads to accommodate berming, landscaping, trees, dividers, and similar noise attenuation and aesthetic features.

Policy 46: Traffic Planning

The Town will undertake engineering and planning studies to address the existing and potential traffic flow problems within the southeast residential neighbourhood. Further, any changes to the roadway pattern within this area will occur in consultation with affected residents and businesses.

Policy 47: Pedestrian Circulation

The Town will attempt to establish an integrated pedestrian circulation system throughout the community. In this regard, subdivision proposals should create, by means of parks, open space, buffers and walk-ways, pedestrian and bicycle routes linking residential neighbourhoods with schools, recreation facilities, shopping areas and similar activity centres.


Arterial Road
Major Collector Road
Service Road
Transportation Buffer
Existing Highway Overpass
Proposed Highway Overpass
Manawan Canal
Note:
All land use classifications and roadways are conceptual only and subject to change at the detailed planning level.
Minor collector roads and local roads are not shown and would be determined at the Area Structure Plan preparation stage.
N

Map 8 TRANSPORTATION DESIGN

Edmonton Metropolitan Regional Planning Commission

5.6 UTILITY SYSTEMS

Municipal utilities include water treatment and supply, sewage collection and disposal and storm water management. Morinville obtains its water supply from the northern regional water distribution system. As the design capacity of this system exceeds 25,000 persons, a quality water supply is ensured in the future. Sewage treatment and disposal are carried out through a comprehensive gravity trunk and lagoon system, with adequate capacity at present population levels. It is proposed that a regional sewage system (Capital Region Sewage System) will be extended to Morinville by the 1990s. Storm water management is accomplished through retention ponds and a surface and underground water collection system. The intent of the Town is to continue to provide residents with a high standard of water, sewer and stormwater services, to ensure utilities are properly staged to accommodate growth economically and efficiently, and to balance servicing improvement costs fairly between the public and private sector.

Policies

Policy 48: Servicing Impact

The Town shall require the preparation and submission of a detailed servicing study for the water supply and distribution system, sewage collection and disposal system, and stormwater management prior to approval of any major subdivision or development project in the community. Further, the study shall provide information on the impact of the project on existing facilities, the requirements for any upgrading or improvements resulting from the project, and the costs of such improvements.

Policy 49: Staging of Utilities

The Town shall require that municipal sewer, water and stormwater servicing systems for new development areas be staged in an orderly and economical manner.

Policy 50: Upgrading of Utilities

The Town will require the upgrading and expansion of municipal sewer, water and stormwater servicing systems in accordance with its engineering plans and as needs dictate.

Policy 51: Installation of Utilities

In private development areas, the developer will be responsible for providing the sewer, water and storm drainage systems needed to serve the development.

Policy 52: Regional Utilities

The Town shall participate in the Capital Region Sewage Commission and the Northern Regional Water Distribution Commission to ensure the provision and operation of a regional sewage and water supply system to serve the community.

Policy 53: Manawan Canal

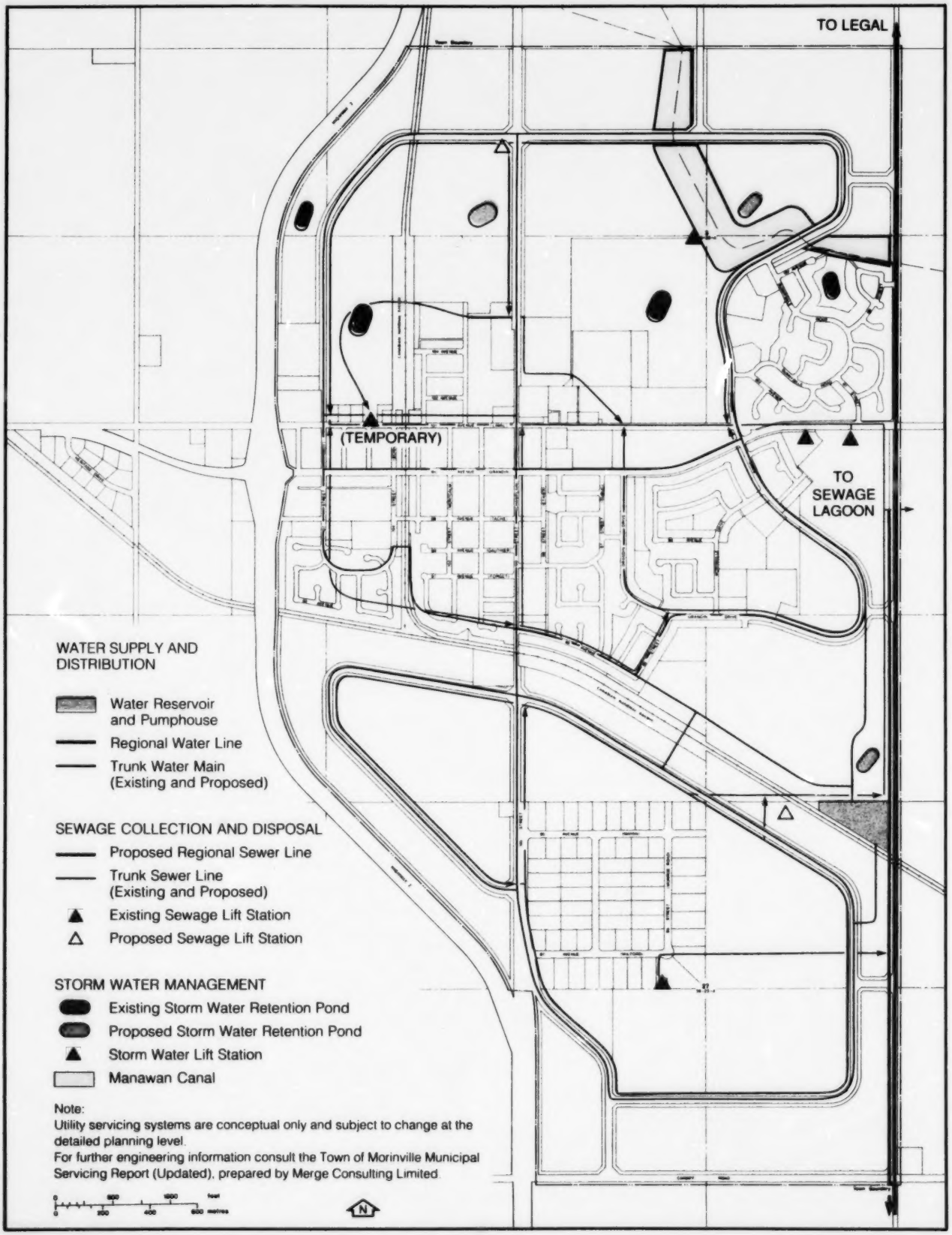
The Town will retain the Manawan Canal as a major drainage course for the community, and may develop a linear park system along its banks.

Policy 54: Stormwater Ponds

The Town may consider the development of stormwater retention ponds in conjunction with a major park and recreation component of the surrounding area.

Policy 55: Pipeline Setbacks

The Town shall require that development be setback a suitable distance from the nearest boundary of an existing or proposed pipeline right-of-way. Further, a proposed subdivision shall be designed so as to provide for an adequate setback of future development from a pipeline right-of-way.


TO LEGAL
(TEMPORARY)
TO SEWAGE LAGOON
WATER SUPPLY AND DISTRIBUTION
Water Reservoir and Pumphouse
Regional Water Line
Trunk Water Main (Existing and Proposed)
SEWAGE COLLECTION AND DISPOSAL
Proposed Regional Sewer Line
Trunk Sewer Line (Existing and Proposed)
Existing Sewage Lift Station
Proposed Sewage Lift Station
STORM WATER MANAGEMENT
Existing Storm Water Retention Pond
Proposed Storm Water Retention Pond
Storm Water Lift Station
Manawan Canal
Note:
Utility servicing systems are conceptual only and subject to change at the detailed planning level.
For further engineering information consult the Town of Morinville Municipal Servicing Report (Updated), prepared by Merge Consulting Limited.
N

Map 9 UTILITY SYSTEMS

Edmonton Metropolitan Regional Planning Commission

5.7 INTERMUNICIPAL PLANNING

A community is not an isolated entity but part of a larger regional planning system. Issues of land use, transportation, servicing and recreation often impact on more than one municipality; therefore, consultation is essential if a community is to achieve its planning objectives. It is the intent of the Town to co-operate with the Edmonton Metropolitan Regional Planning Commission and the Municipal District of Sturgeon on matters of regional and intermunicipal concern, and actively participate with other municipalities in the planning of the Edmonton Metropolitan Region. In addition, the Town will engage in the joint planning of its urban-rural fringe with the Municipal District.

Policies

Policy 56: Regional Planning

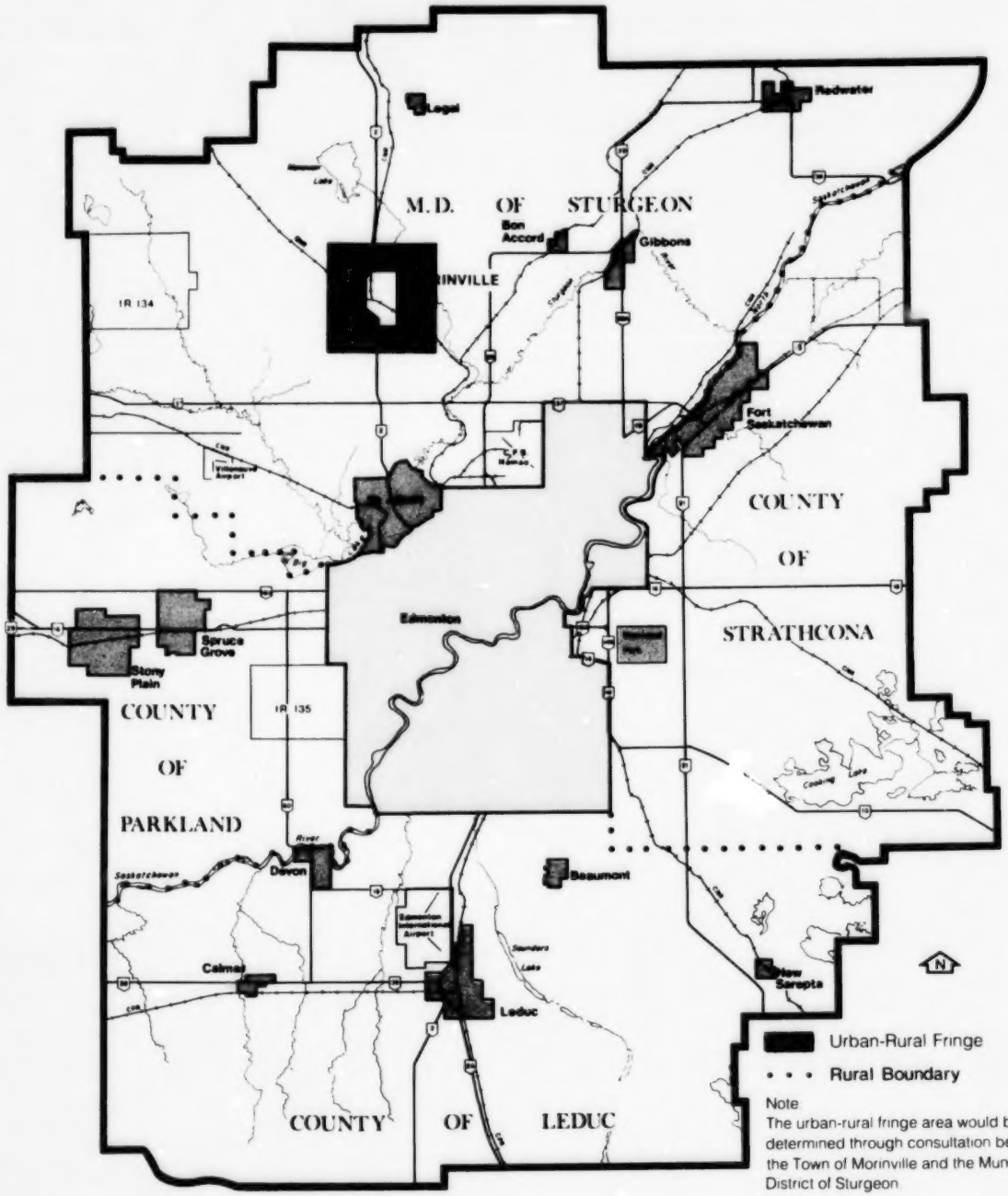
The Town supports planning on a intermunicipal scale and will actively participate in regional planning through the Edmonton Metropolitan Regional Planning Commission. Further, the Town will refer to the Commission for review and comment any statutory plan or land use by-law, and amendments thereto, that may have a regional or intermunicipal impact.

Policy 57: Intermunicipal Liaison

The Town will continue to liaise with the Municipal District of Sturgeon on intermunicipal planning issues. Further, the Town will refer to the M.D. Council any statutory plan amendments, land use by-law amendments, and development permit applications determined to have a potentially adverse impact on the Municipal District, and will cooperate with the M.D. on any future annexation proposals.

Policy 58: Fringe Area Planning

The Town will jointly plan, with the Municipal District of Sturgeon, the future development of Morinville's rural-urban fringe. In this regard, a joint plan acceptable to both municipalities would be prepared and adopted.



Map 10 INTERMUNICIPAL PLANNING

Edmonton Metropolitan Regional Planning Commission

Part 6

implementation

6.0 IMPLEMENTATION

Community development is a dynamic process, subject to changing priorities, market fluctuations and unforeseen events. In view of this, a community plan must be a flexible document, able to respond to the changes and refinements that will inevitably occur. Therefore, it is the intent of the Town to continuously monitor and review the policies of this plan to ensure that they remain current and relevant, to prepare or update more detailed studies and policies to be incorporated into this plan, as necessary, and to review the Morinville Land Use By-law to ensure that it conforms with this document.

Policies

Policy 1: Monitoring and Review

The Town will continuously monitor and review the goals, objectives and policies contained in this plan, to ensure that they accurately reflect the intentions of the community toward future development. Further, the Town will conduct a major review of the plan every five years, or more often if necessary.

Policy 2: Detailed Planning Studies

The Town will conduct detailed planning studies on community land use issues which arise from time to time. Further, any policies emerging from these studies may be amended into and become part of this plan.

Policy 3: Area Structure Plan Guidelines

The Town will prepare and update guidelines for Area Structure Plans to be undertaken in new development areas of the community. These guidelines will set out the requirements for the preparation of an Area Structure Plan.

Policy 4: Land Use By-law Review

The Town will continuously review and update the Morinville Land Use By-law (By-law No. 1-80, as amended) to ensure that its regulations effectively control development in accordance with the planning objectives of the community.

Policy 5: Public Information

This plan will be made available to any member of the public for purchase or review.